



The Crossfield Chronicle

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THE GOOD OLD SUMMERTIME

We just thought you'd like to see this picture of 18-year-old Joan Burke while she was out enjoying the sunshine the other day. Makes you want to get away from that stuffy old office, doesn't it?

CROSSFIELD LOCAL NEWS

BORN—To Mr. and Mrs. E. W. Borchert, a son, on July 25th.

Mr. Albert Stralo, of Stratford, Ontario, is visiting with his brother, Bill Stralo.

Miss Kay Kotow has returned home from Red Deer last week.

Miss Margery Banla is attending a leaders' and teachers' camp at Kasota Beach.

Mrs. Walter Stewart and family spent last week-end visiting friends in the Sylvan Lake district.

Mr. and Mrs. C. Mielond spent a few days at Waterton Lakes.

CPR OILBURNERS START WEST RUN

Last Friday the CPR passenger train for Calgary, headed by a big 2800-class Royal Hudson engine, pulled out of Winnipeg on time and started west.

With Friday's run western Canada's oil industry had a brand new market for its crude oil.

The Royal Hudson was the first type of engine out of 16 CPR locomotives to be converted to oil burners by 1950. Six months ago a similar program of conversion was started on 100 locomotives in southern B.C. and between Calgary and Edmonton.

Advantages of the oil burners: (1) no cinders and soot for passengers, (2) fewer refuelling stops along the line.

Man's first weapon in warfare was the slingshot.

South Consumers Given Boost In Gas Rate

While people were pondering over the effects of Premier Ernie Manning's cautious gas export policy last week (see page 1) the Board of Public Utilities Commissioners okayed a boost in price for southern gas consumers.

Under an application from the Canadian Western Natural Gas Company rates were raised 68 cents for 20,000 cu. ft. of gas (amount needed to heat an average-size home for one winter month).

Increase was from \$5.50 for 20,000 to \$6.18 for the same amount. It became effective in July.

The boost was found necessary after the Royallite O.I. Co. Ltd., which supplies the C.W.N.G. Co. from Turner Valley, was given an increase in well head prices.

Canadian Western supplies Calgary and communities along its pipeline extending from Foremost (60 miles southwest of Medicine Hat), north to Bow Island and northwest to Calgary.

VENETIANS BLIND TO SPEEDBOATS

Italy's famed canal-city of Venice is having traffic problems of its own these days.

The city's gondoliers who ply the canals in their long canoe-like craft, have demanded that motorboats be banned from the St. Mark's Basin in the city.

Complaint was laid following a recent incident when a speeding motorboat slashed through a gondola, cut it in two and nearly drowned the seven occupants.

LAKE BOAT TAKES OCEAN TRIP TO LAKE

Next week, a shallow-draft, diesel lake boat will chug out of Vancouver harbor and turn northward along the coast.

The little, brand-new boat will hug the coastline all the way around the tip of Alaska where it will turn east into the Arctic Ocean. At the delta of the Mackenzie River, the boat will start southward.

After its long trip upstream the boat will pull into the settlement of Hay River a short distance upstream from the shores of Great Slave Lake.

On September 1, if everything goes according to schedule, the new lake boat will carry the first load of passengers across Great Slave Lake to the booming mine centre of Yellowknife (pop. 3,000).

The new service, inaugurated by the Yellowknife Transportation Co. Ltd., will carry passengers from the terminus of the Grimshaw-Hay River highway across the lake to Yellowknife.

CABINET CONSIDERS NEW CIVILIAN DEFENCE PLAN

This month the Dominion cabinet heard the first comprehensive plan for Canada's civil defence from co-ordinator of civil defence, Major-Gen. F. F. Worthington.

Recently returned from a tour of seven European countries, Gen. Worthington has set down a civil defence scheme for cabinet approval. Canada's policy will probably be a go-slow, observing preparation for the time being.

The general said every country he visited was making preparations to cope with mass air raids or atom attack. Traditionally neutral Sweden appears to have the best co-ordinated plan to date, he said.

"Take It or Leave It" Is Alberta Gas Export Policy

The first statement on gas export policy came from Alberta's government last week just three weeks after the Sacred legislature had handed over the gas and oil policy to the provincial cabinet.

In a prepared statement, issued in response to curious people who wanted to know what the government was going to do with the gas and oil, Alberta's canny Premier Manning set down a "take-it or leave it" policy on export.

Private companies could "take it" (i.e. export gas) if they sufficiently developed Alberta's natural gas resources to provide the province's consumers with enough gas.

They would have to "leave it" (i.e. leave it) if reserves were not found to be sufficient to supply local needs.

In other words gas export could take place within a matter of months or it could wait for as long as five years.

"We're not interested in individual groups," said the lanky premier. "There must be sufficient gas for the people of Alberta to warrant export."

Some idea of available reserves came from the Dinning Royal Commission which probed Alberta's natural gas resources six months ago.

According to estimates Alberta's "proven" supply of gas is 4.26 trillion cu. ft. with a possible 15 trillion cu. ft. in reserve. (Under present calculations if four companies exported gas from Alberta they would use up 5 trillion cu. ft. in 25 years).

ROAD LINK

It means that people will be able to drive from Peace River to Ray River, cross over to Yellowknife and take their cars with them on the boat or barges.

In addition to passenger service the Yellowknife Co. is also trying for a freight franchise across the lake.

Present plans call for a twice-weekly freight shuttle across to Yellowknife from the end of the highway at Hay River. Reduced freight rates and speedy service would be the result of the scheme.

But the freight license will be held up until the Board of Transport Commissioners holds a series of public meetings on the question.

Opponents to the scheme are rival shipping companies the Northern Transportation Company and the McEldon Products Corporation Ltd. who claim "there is no further need for additional services."

In the meantime Alberta's domestic use of gas is increasing and is expected to double by 1960 (to 70 billion cu. ft. per year).

"NO SHORTAGE"

Some U.S. promoters and geologists have claimed that gas reserves can be increased 10 trillion cu. ft. in 10 years or to 3 trillion in the next five years.

But Premier Manning stuck to his guns and said that under present conditions no applications for export of natural gas will be given.

Some oil and gas companies who had their eye on the export market started to grumble when they heard news of the conservation policy.

"NO ENCOURAGEMENT"

One executive of a company backing West Coast Transmission (which planned to export gas to the west coast) said the policy was "not encouraging to the natural gas industry."

Another geologist claimed that reserves would be increased rather than decreased by export. His reason: exporting would encourage development of isolated fields.

But most vivid and provincial opinion appeared to back the premier's cautious policy. Most felt that he was making a conscientious attempt to conserve the province's natural resources.

And in the rural areas and small towns people were hoping the premier's policy would not discourage companies from piping gas to the vast and eager market within the province.

HOSSES MAKE \$300,000 MORE FOR CALGARY

The difference between having a few horses around and not having hardly any horses at all was brought home to Edmontonians last week.

A comparison of attendance at the Calgary Stampede and the Edmonton exhibition shows that the southern city drew nearly four times as many people to its annual show.

Although Edmonton's exhibition association gleefully reported an all-time record of 192,871 people attending the fair, Calgary's stampede left the north city away behind in the dust.

A total of 407,954 paid admissions were recorded for the one week of the stampede, 39,971 over last year's attendance.

On the last day of the stampede, 70,840 persons clicked through the gates, while in Edmonton only 38,325 attended on Saturday.

The round-up of attendance figures showed Edmontonians that they need another drawing card besides the standard midway, horse races and exhibits.

Only hope for the north city, in the opinion of most citizens, is the Chamber of Commerce air show planned for next summer.

But it would have to go a long way to compete with the lure of Calgary's annual stampede.

THE CROSSFIELD CHRONICLE

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ANSWER TO SCHNORKEL

Canada's Navy Builds Fast, New Sub-Chasers

Canada's "sheep-dog" navy is going ahead on its own initiative to build up a navy that will be more than a match for its traditional foe—the submarine.

With the development of "Schnorkel" apparatus and new improvements to make submarines more lethal, surface craft are more likely to become sitting ducks in a future conflict.

Even World War II destroyers and sub-chasers of various types would have difficulty in overtaking some of the newest underwater craft.

Last week the Canadian navy announced that Canada has developed the first postwar vessel able to cope with the newest submarines.

The RCN has long been sub-conscious, in two wars the small navy has concentrated on anti-submarine escort vessels to combat undersea vessels mainly in the North Atlantic.

With the development of the convoy systems will be the small, fast escort vessels loaded down with depth charges became increasingly important.

The announcement that Canada is to build a new-type sub-chaser came only a few days after a report from the British Admiralty that the RN's big battleships and capital ships would be put on "ice" for the time-being. The British said they, too, were going to concentrate on the lighter escort vessels as the back-bone of the navy.

\$8 MILLION

Canada's new anti-sub ships will be as big as a small-type destroyer, will cost nearly \$8,000,000 each.

Capable of mass-production, the new sub-chasers will be streamlined with deep superstructure and use of aluminum instead of steel for some sections.

With a complement of more than 250 men the new ships are expected to have a speed greater than 20 knots (speed of a frigate). Latest radar and radar equipment will be installed.

TWO HITS

Special compartments will be built so that even two torpedo hits will not be able to sink them unless a direct hit is scored on the magazines.

Armament will consist of two torpedoes equipped with rapid-firing anti-aircraft rifles instead of the traditional deck guns that were useless against aircraft or big ships.

FIRE FIZZLE AS DOWNPOURS QUENCH FLAMES

Heavy rains over the past two weeks have finally put the damper on Alberta's northern forest fires. Heavy fire fighting crews have turned from the smoldering timber to dig out the treacherous ground fires.

Before the week-end deluge of July 16, six fires had raged out of control in the north country.

While a hot sun shrivelled up greenery, flames sprang up in 17 wooded areas and soon six fires were out of control.

An aircraft was pushed into service to drop five drums of gasoline (for pump engines) and 3,000 feet of hose to isolated fire-fighters in the White Court area.

To observers it seemed that Canada has developed the first postwar vessel able to cope with the newest submarines.



SUB FOE HMCS "HAIDA"

—RCN Photo

... For the Navy, a sleek replacement

Canada Watches Congress Debate On Aid Plan

Canada's military leaders are keeping a close eye on progress of President Harry Truman's billion dollar military aid program through U.S. congress this week.

At top levels, political and military heads are watching how the program would fit in with Canada's obligations under the North Atlantic pact.

And in the under-manned reserve and active force units, mechanics and maintenance men were looking hopefully for passage of the aid program.

Since the Military Assistance Act lapsed two years ago, Canadian units using U.S. vehicles and tanks have had to rely on broken-down equipment for their spare parts pool.

Armored units using Pershing tanks have had to strip wrecked tanks for spare parts, and RCAF units using American aircraft have been in the same plight.

Until Canada began to develop her own armament and defence industries the armed forces would continue to be dependent on British or U.S. manufacturers for equipment or replacements.

On the west coast the situation was worse and in south-central Vancouver Island 200 acres were burned out.

By the week-end, heavy rains moving in from the west coast had effectively quenched all serious blazes and left the way open for mopping up operations.

Vancouver Okays Sunday Gas Sales

VANCOUVER. — Sixty-three gasoline stations now operating on a 24-hour basis will be allowed to sell gasoline on Sundays, Mayor Charles Thompson of Vancouver announced recently.

The statement followed a meeting of the mayor with Attorney-General Gordon Wismer, Magistrate Oscar Orr and Judge R. A. Sargent.

Sale of gasoline on Sunday will be restricted to doctors, tourists and others on an emergency basis, within the terms of a judgment handed down in supreme court last week. The judgment was an interpretation of a section of the Lord's Day Act.

The meeting decided, however, that station operators would not be called upon to interpret the term "tourist". The city will hand down a definition.

Whether a Vancouver resident on a week-end visit up the Fraser Valley is a tourist has not yet been decided.

THE CLASSIFIED SECTION

- - FOR SALE - -

FOR SALE—Threshing machine, 24-44 Sawyer-Massey, in good condition, complete with all belts. Threshed 8 years only. Priced very reasonable. W. A. Corne, Grassland, Alta. C-23-30-A-6

FOR SALE—House and 5½ acres of land. Sec. 67-13-4. Apply Mrs. Ted Denoyer, Lac la Pêche, C-30-A 6-15-30

FOR SALE—Half section, ½ mile north of Killam on the Viking to Killam highway; 250 acres under cultivation; 30 seeded to grass; good set of buildings, also 2 wells; ¼ mile from power line. Apply, C. D. Larson, Killam, P.A-3-10

FOR SALE—Boat, ideal for duck hunting, fishing. Weight 85 lbs., \$15.00. Apply Margaret Vetter, Crossfield, P.A-6-13

FOR SALE—Baby's full size wooden crib, complete, \$15.00. Baby's stroller, \$5.00. Both in excellent condition. Can be seen at Harry May's residence. P.A-6-13

Most prospective buyers call at the Real Estate Office. We notice that many of the houses which have "For Sale" signs up are not listed with us, and we feel it would be in the best interests of all those wishing to sell a house or land to list with us for prompt, efficient service. Jones Agencies, Phone 119-R3, Black Diamond, Alta. P.A-6-13

Bluenoses Return Home On Special Train

Thirty-eight former Nova Scotians who took Morace Greeley's advice and "went west" years ago, came home Tuesday night.

They arrived in Halifax aboard the "Bluenose Special" which brought 90 former Maritimers from Edmonton for a visit to the provinces of their birth. The other 52 persons on the train dropped off at various Maritime points along the route.

The excursion was the idea of James Dodds of Edmonton. When he heard radio reports of the Halifax bicentenary celebration he "got the idea a lot of people living in the prairie provinces would like to come down to join the fun."

He advertised in Edmonton and Regina newspapers and "could have got more if I had started a little earlier." The trip represents British Columbia, Alberta and Saskatchewan.

The project had run into a hitch in financing that could not be overcome.

In the meantime CNR officials announced that clearing for the 17-storey Macdonald hotel addition may get under way late this year. The \$4,500,000 extension is to be built north of the present structure.

One advantage of the new "Mac" in the eyes of most citizens is that its construction will mean removal of a block of shacks and small buildings that have long been an ugly landmark in the city centre.

BARRIERS AGAINST EUROPEANS MAY HINDER IMMIGRATION

Barriers raised against emigrating (out-going) Europeans may result in Canada turning more and more to the United States for its new population.

The immigration department is surveying all sources of new citizens and the U.S. with its rapidly increasing population is considered a likely source.

Already immigration from abroad is dropping. This year only 100,000 European settlers will come here compared to 125,000 in 1948.

FOR SALE—1930 Plymouth sedan with radio and heater. Completely overhauled and in excellent shape. Good tires. Price \$800.00. Apply Oscar Ekelund, Daysland, Alta. X-30-A 6-13-20

FOR SALE—1944 No. 102 gas tractor with continental motor. Good tires, lights and starter. P.T.O. wheel weights and fluid. A-1 shape. Massey - Harris 12-ft. swather, 1948 model, on steel wheels. P.T.O. model, cut 300 acres. Apply for above to Box 507, Beiseker, Alta. C-30-A 6

FOR SALE—Farm house and barn. For further details apply to Miss Lydia Dais, Beiseker, Alta. C-30-A 6

FOR SALE—One U2 McDerming Power Unit 22 H.P., A-1 shape. One KB 5 H.P. 1½-ton, 12-in. wheel base, model 1944, in first-class shape. One John Deere 1927-28 steel. One Walle tractor on steel. Reasonable for quick sale. D. M. Zachoruk, Ph. No. 1, Yuma, Alberta. C-23-30-A-6

FOR SALE—100-lb. stoker, used 60 days; 2-battery radios; 1 combination recorder; 100 lbs. S. Martineau, Hughenden, Alta. T.Y.

FOR SALE—Bed, Spring and Mattress good as new. Apply Fred Olson, Hardisty, Alta. X-23-30-A 6-13

FOR SALE—Massey-Harris, North Star, Reo, Washers Agencies. Large trade. Apply J. Whittington, Thorold, Phone 2. C-23-30-A-6-12

FOR SALE—Cafe and grocery, candy and tobacco store. Reasonable. Apply Wong Wing, Redway, Alta. P-30-A 6-13-20

FOR SALE—Cream separator, De Laval, No. 18 size, 800-lb. capacity, practically new. Apply G. L. Calderwood, Kew Park, P.A-6-13

FARM FOR SALE (M. Haugen Estate)
The southeast quarter of Section Fourteen, Township Forty-one, Range Seven, West of the Fourth Meridian. Consisting of 160 acres or less, of which sixty-three acres are under cultivation and the balance is in wood. As this land must be sold for cash to clear up the estate, will anyone interested, kindly get in touch with me, as to what they would offer in cash for this parcel of land. All offers should be mailed not later than September 1st, 1949.
R. W. HOLMBERG, Hugenden, Alta.
C-30-A 6-13-20

C-30-A 6-13-20

- WANTED -

ALL YOUR OLD SHOES to be rebuilt into handsome, comfortable footwear to give you miles of carefree walking service. Send them to CORONA SHOE REPAIR, 10728 Jasper Ave., Edmonton. C-30-A 6-13-20

WANTED.—Girl or woman to assist with housework in Calgary. No cooking or ironing. Private room with bath. Good home—good wages. Transportation provided. Write to Mrs. J. W. Carleton Street, Calgary. C.T.F.

YOUNG COUPLE would consider employment in a village away from Edmonton. Both have 15 years experience and bookkeeping experience, both bilingual. Furnished living accommodation expected. References. Write to this paper, Box 24, Edmonton.

WANTED.—Good mechanic to take charge of repair shop in general garage. Good proposition to right man. For further particulars write to Korol, Czar. C-30-A 6-13-20

WANTED.—Radios that need fixing. All tubes tested free of charge. Don't monkey with your radio. All work guaranteed. Phone 31, Martel Electric, Morinville, Alta. X-30-A 6-13-20

SKINNY MEN, WOMEN! Gain 5 to 15 lbs. New pep, too. Try famous Ostron Tonic Tablets for double results. New bottle of new vigor. New "get acquainted" size only 60c. All druggists.

OILFIELD LURE

Labor Glut in City Causes Unemployment

National Employment Service officials in Edmonton could hardly believe their eyes when they saw the city's jobless statistics for last week.

For the first time in local history unemployment figures had risen for the third consecutive week in July.

Expansion of seasonal activities, such as building, road construction and farming usually absorb a big force of laborers and skilled workers who cannot find steady work during winter months.

But the story of Edmonton's backyard wealth in the oilfields has spread throughout the U.S. and Canada. Result: workers, floaters and all types have flocked here from all over the continent to find work in the new Eldorado.

Many have taken it for granted that jobs will be available here and only a fraction has bothered to contact National Employment Service about job possibilities.

This lack of planning on the part of in-flooding workers plus the fact that the oilfields can't employ them all has resulted in

NOTHING PONEEY ABOUT CITY'S PHONE SHORTAGE

As business and home-building expanded in the postwar period, the demand for utilities flooded equipment industries that had been stagnant from 1930 to 1939.

Although war orders had put new life into these industries they were still unable to cope with the inflated demand for their goods after the war.

Last week Edmonton's telephone department told the story of the plight of one equipment supply industry.

According to department reports 5,000 people are awaiting telephones in the city because exchange office equipment is not available.

Equipment that has been on order for four and five years has not been delivered because the industry is facing a six-year backlog in demand. The situation here is typical of most North American cities at the present time, officials said.

And those conditions are showing the growth of a city. Every day 16 or 20 more applications are filed to add to the 5,000 now waiting for phones.

The telephone department had worked hard over the past year to install 3,000 new phones but the bottleneck in central equipment has called a temporary halt.

More than 31,324 telephones are in service in the city now and another 5,000 are already to go in at the drop of a hat when the new equipment arrives.

the un-seasonal unemployment figures.

MORE JOBLESS

By the week ending July 16, employment officials report registered jobless in the Edmonton area has totalled 2,550.

Unemployment figures have jumped at the rate of 100 per week in July and 60 more persons per week have been drawing unemployment insurance benefits.

The NES statistics are only part of the story. Many in-coming job seekers have not bothered to register with NES and have gone to find jobs directly from employers.

Paradox of the situation is that there are more workers employed in the area than ever before. In other words, the local unemployment situation is the result of a glut of workers in this particular area.

NATIONAL SCENE

On the national scene the employment situation is still good and is expected to remain high for the next few months.

According to latest department of labor figures, in June this year the labor force numbered 5,100,000 with only 100,000 unemployed for various reasons.

An estimated 125,000 workers had found seasonal work since spring, according to department figures.

The Canadian labor scene has been in sharp contrast with the situation in the U.S. where unemployment has been rising in recent months.

"In Canada unemployment has fallen rapidly since the seasonal peak was reached at the end of February," according to Labor Minister Humphrey Mitchell.

Sounding a word of caution Minister Mitchell said, "It is difficult to anticipate how extensive unemployment will be next winter but there is a chance that it may be more than during the past season."

More Driver Training Cars Are Available

Officials of the Alberta Motor Association have been informed that the demand for dual-control driver training cars is on the increase in the U.S.

As these cars are available in Alberta, it is hoped that more of them will be put in operation when the next school term opens. School boards have shown some interest in this type of safety training and it is hoped that more will engage in such work to reduce accidents.

In the U.S., nearly 3,000 out of 26,000 high schools across the country have dual-control cars. These cars are provided by automobile manufacturers, in co-operation with the American Automobile Association.

Rain or fog, for instance, may make it hazardous to travel 35 miles per hour on a road where that speed is legal. Poor judgment in this regard is almost as bad as going 60 miles an hour in a 35-mile per hour zone.

When it is realized that almost one-third of the automobile drivers involved in fatal accidents were guilty of speed violations, the importance of proper driving is seen. Many tragedies might have been

Guiders' Training Week Held at 'Tangletrees'

By Audrey Earl

On the morning of July 21st, I started out for Pigeon Lake, where the Guiders' Training Week was to be held at "Tangletrees," the Girl Guide Camp. The trip from Calgary to Wetaskiwin was uneventful, but from there to the camp was quite another story. There had been continuous rain in this district, and the road crew was busy repairing the roads, so it took us three and one-half hours in a school bus over muddy, bumpy back roads to get there. However, this was a perfect opportunity to make friends and swap songs and so we arrived in good spirits.

We were met by the Camp Commandant, Miss Reddick, and after introductions we trooped into supper. That night our program for the week was outlined for us, and after a few songs and a light snack we were ready for bed. Because of the rain, every campfire thereafter, and most of the teaching sessions (we averaged three two-hour periods a day) were held in the large dining hall. This hall had a beautiful built-in fireplace and was located in the main building, which also consisted of an office, bedroom and kitchen. This building was beautifully finished inside and out and would have to be seen to be fully appreciated. Although there were numerous tents, we all slept in Adirondack shelters because of the rain. A few of the harder ones were the cold lake waters for a daily swim.

There were Guiders attending from Saskatchewan, Scotland, England and Holland. Our camp nurse had just returned from China, and so we learned first hand about conditions and Guiding in these countries.

The official opening was to have been held Sunday, July 24th. This was Visitors' Day as well, and a few people vacationing at Ma-Me-O Beach attended and were served tea. A Guiders' Own Service was held at a beautiful little outdoor chapel that evening, but a terrific storm blew up and forced us indoors for the campfire. Mrs. Gandler, our provincial commissioner, was unable to get through from Edmonton. However, she paid us a flying visit on Wednesday, accompanied by photographers who took pictures for the newspapers.

She attended the one and only campfire held outdoors that night. The camp was officially opened, and named "Tangletrees." We all received embers from the fire to place on the very next one we attended, so bringing good wishes from this one. An ember from Camp Edith Macy was burned during this ceremony.

In spite of the rain we all had a wonderful time. The meals were excellent, and the work well shared and light. The new material made available provided us with wonderful ideas for our own coming year's programmes. A training year's gives one a fresh interest in the Guide movement. We all felt we wanted to get our meetings started as soon as possible at home, so that we could teach all these sparkling new games and songs.

Little known is the fact that a Canadian, Dr. Abraham Genser, of Cornwallis, N.S., discovered kerosene.

Bungalow houses originated in India.

It is averted that those involved stayed within legal speed limits or exercised proper judgment on speed in regard to weather and road conditions.

PROMOTER SQUELCHED

B. C. Plans Rail, Road Links To Tap Alberta Resources

Alberta's western neighbor, British Columbia, has long sought a chance to siphon off the flow of the north country's riches by building a railroad linking west coast ports with the Peace River country.

In the past, most trade with the northland has radiated from Edmonton. Rail, road and air links with the north bring wheat, furs and minerals down to Edmonton where it is shipped to other parts of the globe.

Supplies and machinery for the northland have flowed north from Alberta's capital. This two-way trade has helped keep Edmonton prosperous long before the oil boom of the postwar period.

But the route through Edmonton is essentially a roundabout one. A direct rail line or road to west coast ports would cut time and transport costs.

A BEGINNING

In 1912 a rail link from the Pacific Coast was started inland from Howe Sound (40 miles north of Vancouver) to Quesnel in the Cariboo country. The line was not extended further and it remained isolated in the interior.

Another attempt came after World War Two following construction of the Alaska Highway from Dawson Creek north. When tourist possibilities on the highway were realized B.C. decided to take steps to get some of it.

Construction was started on the John Hart highway to link the Alaska road with Prince George and a road to the coast. By this network U.S. tourists could drive north from Vancouver to the highway instead of trying to get through the sometimes impassable mud roads in Alberta, north of Edmonton.

But the John Hart highway was suspended last year when flood conditions in the south resulted in shifting of road equipment to the stricken areas.

The latest bid for a northern railway came last week. Chief engineer of a U.S. rail syndicate the Canada-Alaska Railway Co., W. T. Batcheller, told a meeting of the Alaska, B.C. and Peace River Association of plans to build a billion-dollar rail network in the north.

A SERIES

Financed by private capital and (hopefully) by the U.S. government, the plan called for a series of railroads through northern B.C., Yukon and Alaska.

Under the scheme the company would (1) take over the 47-mile long Pacific Great Eastern Railway now owned by the B.C. government, (2) build an extension on the PGE to the northern B.C. boundary (cost: \$300,000,000) and (3) build an extension on the extension to Alaska (cost: \$375,000,000).

A REACTION

Reaction of B.C.'s re-elected coalition government was quick and to the point.

Said B.C. Premier Byron Johnson: "The government does not intend that its resources shall be squandered away in providing promotional background for any railway deal."

NEW \$70,000 GOLF COURSE WILL BE ON RIVER BANK

Good news for city golfers came from Edmonton's engineering department last week.

A new \$70,000 golf course to be built on the south side of the river, across from the Highlands, will be laid out on "championship" dimensions.

The course will be 6,695 yards, par-71, 18 holes. Built on river flats and hillsides leading to the river, the course will have first rate uphill and downhill planning to make it one of the province's best golf links.

"MANDY" DELIVERED



While travelling unaccompanied aboard a Trans-Canada Air Lines "North Star" from London, Eng., to Dr. Z. Urbanek in Vancouver, Mandy, a little white mongrel decided that she liked the country around Goose Bay, Labrador. When being fed as per instructions on her box, Mandy slipped her collar and eluded searchers for six days. Mandy was caught when she tripped the door to her food baited crate. Sale and sound, she is seen here at Montreal Airport, securely tied to TCA Stewardess Billie Stewart.

Main objections of the B.C. government to the deal were: (1) the company would be given first option on natural resources. According to promoters the company would spend \$700,000,000 in development of coal, oil and mineral sites. Grovled Premier Johnson: "(1) involves alienation of the people's resources."

AN EXTENSION

Second objection was a government plan already set up, to extend the PGE from its terminus at Quesnel to Prince George, 80 miles away. The government's slow, long-range policy is to expand the railway into the Peace River region to tap Alberta's resources.

"We are proceeding on a sound business basis," affirmed Premier Johnson.

Chief Engineer Batcheller did not say what his company's next move would be following the B.C. government's cold shoulder.

It seemed likely that the company promoters might move to Alberta to stump for a line from Edmonton to Fairbanks, Alaska. But as long as the company continued to link first option on natural resources the granting of a rail link to the north was not likely.

REFRIGERATION

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HASN'T DRIED UP YET

People Are Still Talking About the Great Rain

Edmonton citizens sweltering in the hottest weather in four years, looked at weather forecasts on Friday, July 15, and noticed that at last thunder showers and rain were predicted for the week-end.

The three-week long dry spell had hit temperatures of 91 degrees and vegetation was beginning to shrivel in the intense heat.

Saturday morning was cooler with scattered clouds in the sky. Towards noon the western horizon began to bank up with big, navy-blue thunder clouds and by noon big drops of rain began to spatter down.

Within the next two hours 8,000,000 tons of water and hail was dumped on the city from the black clouds. With winds at 50-60 miles per hour, rain and hail smashed greenhouse windows, flooded 300 basements and subways, tied up traffic.

Two oilworkers were drowned south of Nisku when their car swept off the road by a flash-flood.

SEWER BLEW UP

Pressure of water was so great that it caused a sewer 16 feet underground to blow up, in the south side Watterdale area. Debris was thrown 30 to 50 feet as the sewer burst and water flooded nearby homes.

Nearly 200 city workers from utility departments worked frantically to clear up damage which citizens looked mournfully at their flooded basements and began to sop up the water.

Said one citizen to his wife as they watched the water rise to the light bulb in their basement ceiling:

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ALBERTA

RAINS ARRIVE TOO LATE TO SAVE CROPS

When rains began to pour down from the skies two weeks ago, Albertans took heart that the bleached and parched crops might amount to something after all.

The storm that swept through central and northern Alberta two weeks ago had luckily done little damage to most rural areas. The Edmonton district and isolated areas were the only ones struck by the hail stones.

The heavy rains in Alberta put new life into the crops but to many farmers it seemed that the moisture had arrived too late.

Immediate result of the downpours over the past two weeks has



—Central Press Canadian
Arnold Gill, 31, who died in Haliburton hospital after shot-gun shooting on street of Tory Hill, Ont.

Saturday Night Row Ends in Murder Charge



—Central Press Canadian
Herman Woodcox, 33, above, of Tory Hill, 15 miles south of Haliburton, Ont., has been haled in on a murder charge following shooting in the village's main street, resulting in death of Arnold Hill. Witnesses said they heard a shot and saw Gill fall. It is reported the village could always count on its Saturday night fist fight when the losers came to town.

Halle Selassie claimed descent from Solomon and the Queen of Sheba.

been a big improvement in the feed and fodder situation. In Saskatchewan, still without heavy rainfall, even the feed supply is still critical.

But the triangle formed by Calgary, Edmonton and Saskatoon appeared to be a wash-out as far as wheat and grain crops were concerned.

A yield of only 12 bushels per acre is predicted for Alberta on a province-wide basis. In other words the wheat crop will be two-thirds of a normal yield.

The added moisture will only serve to aid crops to fill out properly and prevent further deterioration.

To most Albertans it was evident the rains had come too late.

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Council Meetings

The regular monthly meeting of the Village Council will be held in the

FIRE HALL

on the

First Monday of each Month

at 8:30 p.m.

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